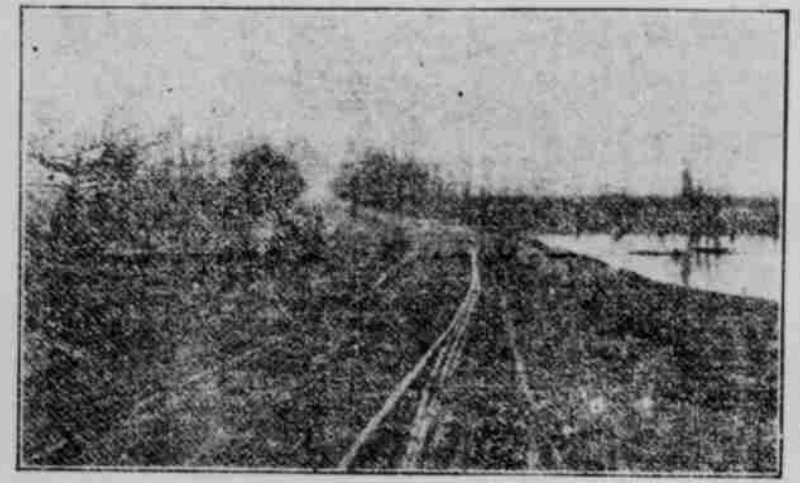


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VOL. XIII. NO. 41. GREENVILLE, KY., THURSDAY, NOVEMBER 23, 1911. 50c. PER YEAR, IN ADVANCE



Road After Being Dragged One Year—Helena, Ark.

The above road for many years was impassable a large part of the time. A few years ago it was graded as shown—not very well done, however. The surface has been dragged at short intervals for a year. This has kept the road comparatively smooth. While it cannot be called a good road, it is a good example of how a very bad road may be made better with grading and dragging. This road is in Arkansas.

## THE SPLIT LOG DRAG

USE AND LIMITATIONS OF THIS DEVICE IN CARING FOR ROADS.

USE FOR CONVICT LABOR

Dragging Should Always Be Done Just After a Rain—Good Road is One That is Good and Usable 365 Days in Year.

By HOWARD H. GROSS.

There is no road implement that will do more to make bad roads better than the split log drag, and none that is so inexpensive. A handy man can usually get up on a cart of \$3 or \$4. Better ones can be bought of road machinery companies for \$8 to \$15. There is no patent on it, so there is



Road Before Dragging at Columbia, Mo.

This illustration shows a newly made macadam road going through the rutting period. This road apparently was not thoroughly rolled when built. Another illustration shows the same road with the surface ironed out with a road drag. This is a good example of the value of the road drag on a macadam roadway. This road is at Columbia, Mo.

no reason why they should not come into general use.

The problem of supplying prisoners with work that shall not compete unfairly with free labor is not yet solved. Here, however, is an article that can be readily made to advantage in the penitentiary and it would be well to have a few thousand turned out.

The writer desires in the outset to correct a misconception that seems quite general, and that is, that the split log drag is a solution of the good roads problem. It is nothing of the

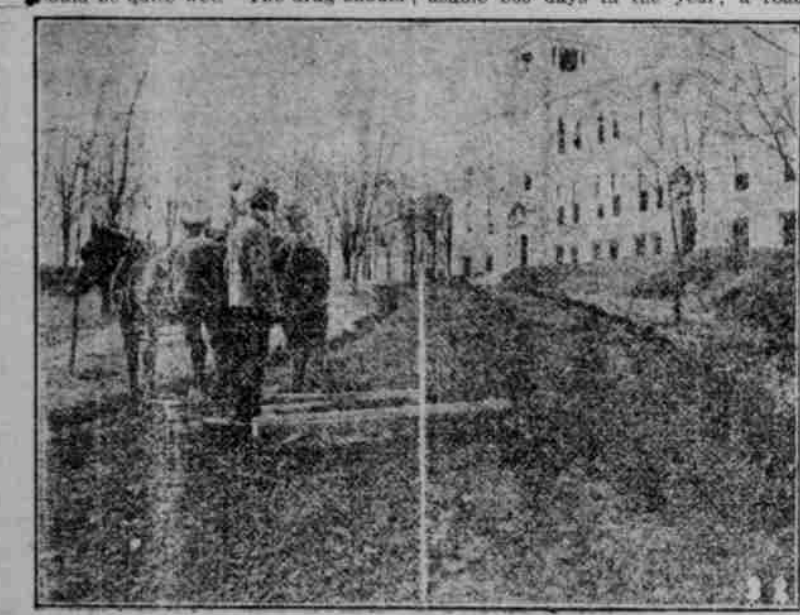
kind. It has its uses and its limitations. Unfortunately, the man who made it, and for which the country is under obligations, overshoots the mark in his slogan: "Good Roads Without Money." The drag is doing good work—it is a pity the inventor is not satisfied to put it and leave it where it belongs.

The drag is not only useful for earth roads, but serves an excellent purpose in keeping gravel roads in condition, and it may be used at times on macadam roads to advantage. Dragging should always be done in or just following a rain. The surface should be quite wet. The drag should

run along the wheel track and less ones made by the feet of the horses. When in this condition one or two round trips with the drag will fill the ruts and reform the surface and in doing so will move very little material. The forward movement of the drag should be at an angle so that when the material is pushed forward it is also carried to the center of the road.

The office of public roads will furnish bulletins upon the use of the road drag free upon application. Road officials and others would do well to send for them.

A good road is one that is good and usable 365 days in the year; a road



Result of 30 Minutes' Use of Drag at Columbia, Mo.

Macadam road not consolidated being put in shape with a road drag. Note the drag has filled the ruts and moved the loose material toward the center of the roadway. The drag goes forward at an angle for this purpose. The road drag should be used upon gravel or macadam roads only when the road is wet and when it is desirable to fill up ruts.

Quite Literal.  
She (indignantly)—Look at this piece of goods while I have just come out of the wash tub! How could the man who sold it to me tell me the colors were fast?  
He—I suppose because he knew how they could run.

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ORION L. ROARK, Manager.

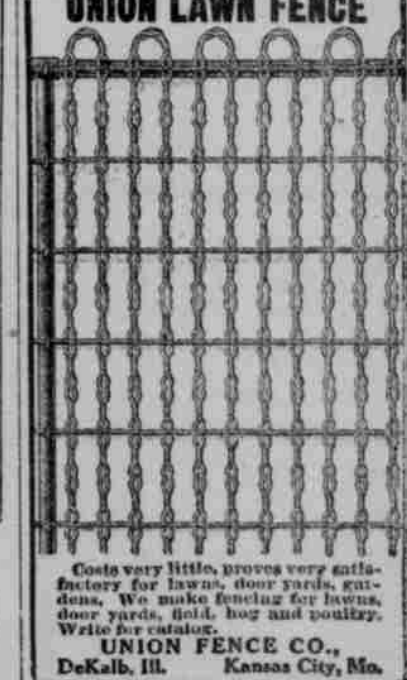
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